tilied beyond all other places on this continent, and it is

olieved to be the Sebastoriol of America.
In addition to these details we also refer to Charles in the days or the Revolution, when it was placed under stege by admiral Sir Peter Parker, and to the bombard

Our man of the locality are drawn from the best inforat of Fort Semter in April, 1861. ation we are possessed of, and may be relied upon in the

CHARLESTON DARBOR. To give the render some mea of the entrances to Charleston, we furnish the following sailing directions that were formerly used :-

Charles .- In approaching the Charleston ber cuter the main halp channel the vessel was kept in sin thwest, then opening Charl ston five de to the merchward of Charleston light, following this graphs stig to the port side of three bar buoys. Having was north, until the two channel beac as were in s west keeping Headdroll's beacon a little open

e eastward of the range. eston light was opening midway between the two island beacons, then the course was northwest by one and a half mile to Rebellion Sonds. If up to the city by the Folly Island channel, when tilly a spire opened to the northward of Castle Pinckand the spire of St. Michael's was open about the distance to the southward, the course was west one tor north, giving the wharf at Castle Pinckney as

NORDI CHANNEL .- This is a shoal channel, and was et only by light draught vessels.

THE OR SULLIVAN'S ISLAND CHANNEL .- This channel quite narrow, and trends along the shore of Sullivan's and noutheast from Moultrie.

SWA-H CHANNEL.—This channel is a branch which on

ters the main channel. It has now the deepest water, and will probably be used by a portion of our feet in the

was a straight one, with the Morris Island beacons in umber of shoal spots have been made in the harriel, and its use is now abandoned. SANTORD CHANNEL has seven feet of water, and is only ed by small coasting vessels. The shifting character of

which compose Charleston bar prevents any thing like permanence in the channels, which are subject of request and very considerable changes in depth and ocation, particularly after a southeasterly gale. Charles sees Lammouse.—Latitude, 32 degrees, 41 minutes, 55 seconds; longitude, 79 degrees, 52 minutes, 29 seconds. The lighthouse is situated on the south end of

form Island, and formerly displayed a revolving light the level of the sea, and in clear weather it could be seen seventeen miles. The rebels have destroyed the lighting apparatus, and consequently the lighthouse. The lightheat formerly there was stationed one and a half mile from the southwest end of Rattlesnake Shoal, which served as a guide for passing clear of the shore. It wa Tipes.--The mean rise and fall of tides in Charleston

hartor is about five feet three inches. The velocity be tween Forts Sumter and Moultrie is as follows:— Liced Tid.—First quarter, 1 knot; second quarter, 2 knots; third quarter, 1 8-10 knot; fourth quarter, 8-10

Eth Tide .- First quarter, 1 knot; second quarter, 2 2-10 knots; third quarter, 2 740 knots; fourth quarter, 7-10

At this point the flood sets north and the ebb set

rent our vessels will be favored with or have to over-come, and at a point where it is to be supposed we shall meet with the most resistance from the artillery of the

SUPPOSED OBSTRUCTION GROUND. The narrowest part of the main ship channel is about one mile and a quarter below Fort Sumter, within asy range of its guns. The channel at that point is less an a half mile wide, and the water is only six fathom depth. It is fair to presume that there are obstruccoultrie also bear upon this spot, while it is in abort range the iron clad battery at Cummings' Point, and of minor atteries in the immediate vicinity. If the rebels have hown the proper skill, it will be one of the hardest laces to get by with our vessels. On either side of the anel way at this point there are shoals, covered wit about seventeen feet of water, which afford facilities for securing the chains which hold the obstructions, while at this point Fort Moultrie has a direct raking fire ong the decks. Sumter and Cummings' Point converge heir fire at a slight angle, and the other batteries bring to bear a direct broadside and cross fire. It will be a warm place for a vessel there. Adding to this the fire from the batteries on Sullivan's Island, parallel but oppo-

site to the fire from Morris Island, and you will have as

FORT SUMTER.

Fort Sumter is a work of modern construction, and caown as a truncated pentagonal fort. It is built upon an artificial island at the mouth of Charleston barbor, three and three-eighths miles distant from the city of Charles-ton. This island has for its base a sand and mud bank, million of dollars, and was ten years in course of con struction. The fortification cost another half million, and when Major Anderson took possession of it it was so near completion that a portion of its guns had been placed in position. The walls are of solid brick and concrete masonry, built close to the water's edge, without a They are sixty feet high and from eight to twelve feet in thickness, and are pierced for three tiers of guns on the north, east and west exterior sides. Its weakest point is on the south side, of which the masonry weaker than the other sides, but it is not or tected by any flank fire which would sweep the landing wharf. Ouce landed, a party could have easily effected

The work was designed for an armament of one hun dred and forty guns of various calibres. Two tiers of guas are in casemates, while the upper one is open, or in tartette, the lower tier forty two-pounder Paixhan guns, second tier eight and ten-inch columbiads, and the barbette tier for mortars and twenty-four-pounder gun We learn from Thomas Kearns, one of the garrison of Fort Sumter, many interesting particulars in relation to

that work. Our informant left there only a few weeks

ago, and is now in this city.

He states that in Fort Sumter there are one hundred and four gons ready for action, about fifty two (one-half of which are ten inch columbiads, the remainder being eight and six inch Duhlgrens and howitzers. There as cour hanvy mortars in the fort, one being stationed at There are about twelve rifled guns in th works; but in consequence of the explosion of one of these guns, by which an officer of high rank narrowly escayed losing his life, it had been determined not to place any more reliance upon such pieces. They had therefore given up the idea of rifling old guns, and had thrown into disuse those already rifled. The fort was in about the same condition as when taken by the rebels, 12 and 13, would not stand one-half the firing it did et that occasion. It had not been tren plated. In fact they had not enough tron to complete the plating of their rams and gumbatts; therefore could not spare any to put on the suitside of their fort, even if they had had any idea of so doing. alterations that had been made were in fficers' quarters-which, it will be remembered, had seen several times fired during the fight in 1861—and the insgarines. With regard to the latter, some large flat stones, that had been sent from the North to flag the fort, had been broken up and made into a solid wall outfor the protection of the two magazines. With regard to the former, the roots had been lowered, and built fat, with a covering of concrete, so that if a shell sh Mat, with a covering of courters, so has it a same about burst upon them it could not fire them or do any other kind of material harm. The appearance of the fort from the city shows a perfectly level top, nothing appearing above the parapet at all. The fort cannot make a very good fight against such ressels as those of the Monior pattern. There are about five hundred men in the cort, which force was expected to be doubled ro m.

FORT MOULTRIP.

Fort Moultrie is situated on Sullivan's Island, opposite Sunter, but in ther up the harbor, and about one and a half mile distant. It is, properly speaking, a hoge water buttary, having no essenates. Its armament originally con-sisted or eleven beavy guas and several mortars. The outer ick, filled with earth and capped with stone, making a solid wall about sixteen inches in The work was much strengthened previous to the bombardment in 1861, and was in command of Major Ripley, formerly of the United States Army.

Fort Moultrie mounts fifty guns, a few of which are in bombproofs, while others are protected with sandbag ramparts. A new bombproof retreat has been built on the parade ground for the soldiers to retreat so when hard pressed by the shells of the enemy. With this exception there has been no important alteration made in this work. Notwithstanding this. M as tric will be able to make a most determined and the best figh Kearns said that if he were in an iron-clad, about to e the barber in a hostile manner, he should care for not of he could microssfully pass through the fire from For

This work is situated on the southern extremity of Shute's Folly Island. It is not a fortification of much account, except in regard to its position, which enables it to command all the eastern wharves. It is, in fact, an outwork of the city rather than a defence to the har bor; but in the event of an invading fleet passing the lower works it would somewhat annoy them. Its plan presents to the south a semicircular face; the eastern and western faces are formed by the line of rampart fol its extremity, and for a distance of twenty yards the northern side is plain. At both the northeastern and northwestern angles are semicircular bastions, the oute extremities of the arcs being tangent respectively to the castern and western sides of the fort. There are two tiers of guns, the lower one being in bembproof case mates, the embrasures of which are about seven fee above low water mark, the upper ten being on barbette.
The length of the rampart is twenty feet, and the width
thirty-two feet. The width of the outer wall and parapet
is six feet. The entrance to the work is on the northern side, on either side of which are the officers' quarters, measrooms, &c. Its armament is about twenty-for pieces, twenty-four and thirty-two pounders, a few sea coast mortars and six ten-inch columbiads.

PORT RIPLEY, The work on the middle ground promises to give our vessels more trouble than any work in the harbor, For Sumter not excepted. The very best of engineering talent has produced an iron-clad casemated work, with aloping sides, which will shed shot as well as, perhaps, our own iron-clads. No time, expense or skill has been spared upon the work, and it is believed to be almost impregnable. Our informants do not give us the defails of its construction, but all claim for it the greatest merits. Our own officers acknowledge its commanding position and the probability of its doing us much harm. Its guns sweep down the of its doing us much harm. Its guns sweep down the Swash channel, giving an approaching vessel the full benefit of a terrible raking fire. It crosses the fire of Sumter and Moultrie, making it perhaps the hottest place ever tried by any class of vessels; for where the vessel meets the obstructions she also encounters the fire of Sumter a half mile distant, Moultrie half a mile distant, and the middle ground work, distant about two miles, with the Fort Johnson and Cummings' Point batteries playing away in full vigor. When Kearns left the harbor this work was ready to receive six guns, which were said to be awaiting the completion of the fort. It was also stated be awaiting the completion of the fort. It was also stated that it was expected that two powerful Armstrong guns would arrive from Nassau, and would be mounted on this work. They had not arrived when he left the harbor, a

Fort Johnson was simply a huge sand battery, erected on the site of old Fort Johnson of Revolutionary memory it is situated one mile and a quarter from Fort Sumter and mounted four heavy guns. The position of this work and mounted our neavy guaz. The position of this work is highly necessary to the defence of the harbor, giving a connecting line of fire, and has always been considered by high military officers as the key to the defensive works of the harbor. Against a land attack, or by gunboats by Stone river, it is considered an essential element of defence. There is a mortar battery in connection with the work of four seacoast mortars.

CUMMINGS' POINT IRON-CLAD BATTERY. The nearest point of land to Fort Sumter is Cummings Point, distant 1,150 yards. On this point is the celebrated railroad iron battery. It consisted in structure of a heavy framework of yellow pine logs, with a reofing of the same material, over which was devotailed I railroad iron, bolted down in the most secure manner. Its from presents an angle of about thirty degrees. It was pierced for three portholes, which were covered, when the gun was being loaded, by iron shutters. When open there was just space enough to allow the heavy columbiad to be run out. These guns bore on the south wall of Sunter. This work is now said to be torn down; but it is not

THE IRON-CLAD PLOATING BATTERY. At the time this vessel of defence was considered quite a novel afair, and it performed an important part in the bembardment of Sumter. It was constructed of palmetto logs, armored with boiler iron. It was embrasured and mounted four heavy guns. The gun face of the bat-tery was covered with six plates of iron, two of them be-ing railroad iron. The wood backing was four feet thick. It had a peculiarly formed bombproof roof, which pretected a fleating hospital which was attached. It now ites aground, and will be used as a battery to cross fire with Fort Ripley. The iren plating has been removed for

THE BATTERY AT CHARLESTON.

On the Battery at Charleston had been mounted eight guns, four of which were rifled pieces of eight inch ca-libre, and the remaining four ten-inch columbiads. These guns were expected to be used to prevent the troops of the transport vessels from effecting a landing at this parof the city, should they succeed in passing the forts, and are looked upon as a kind of last resort.

THE WORKS ON THE ISLANDS On the northern side of Wappoo creek, where it empties into the Ashiey river, a battery has been erecte commanding both streams. On Sullivan's Island a six gun battery has been erected near the Moultrie House, -a four gun battery-at about a mile from that spot. On Morris Island there is one six gun battery, be ides the one at Cummings' Point, and no other as far as Kearns knew.

Since our informant left Charleston every available ne gro has been impressed, and batteries have grown up with mushroom celerity. Guns have been brought from all over Rebeldom, and the defences of Charleston in

THE CITY AND WORKS CONNECTED BY TELEGRAPH. and also to be able to warn the city of the approach of a hostile fleet, the city and works are connected by a tele graphic wire. The wire passes from Charleston across to James Island, thence along the shore to Fort Johnson, nearly opposite Ripley, and thence to Fort Sumter. It next rith Morris Island at Cummings' Point, and the stretches to the headquarters in the centre of the island Thus a vessel passing the channel in front of Morris Island is as promptly known in Charleston as one passing Sandy Hook would be known in this city. Consequently piete co-operation of the whole of the works could be ob tained, and a surprise of them become almost a matter of

LOCATION AND ARMAMENT OF THE WORKS. Another informant says:-The cannon foundries at Rich mend have cast over two hundred guns for Charleston alone, in addition to those that were already there; and among these were eighteen of those monster guns of which we have heard from time to time such wonderful

There are five large forts defending Charleston on the land side, which we should judge, from the description to be similar in size and construction to the fort on Fede ral Hill, Baltimore. They cannot have, however, the ad vantage in position which the latter possesses, as they are not built on so elevated a position. The armament of these five forts consists altogether of a hundred gune, in cluding mortars and eleven-inch shell guns. He red and four guns of Fort Sumter, the fifty guns of Fort Moultrie and the twenty-five guns of Castle Pir ney, there are twenty seven large and strong batteris mending the chennels and approaches from the sea mounted with guns as follows:—

Battery No. 1, on the east end of Sullivan's Island, 40

No. 2, on Sullivan's Island, 18 guns.

No. 4, on Sullivan's Island, 10 guna

No. 6, on Sullivan's Island, 6 guns. No. 7, on Sullivan's Island, 4 guns. No. 8, on Sullivan's Island, 4 guns, two of them 64-

unders, and Teight inch mortars No. 9, on Sullivan's Island, 4 rifled cannon of the largest.

No. 10, a send buttery on Sullyan's Island, 4 gens, of which I are eight inch columbiads and I are rifled can

The above gone, together with those in Fort Monitrie, amond the man thip channel leading to Charleston. Marti's channel and the swach channel. The guess of Port Machine and these of Sastery No. 3 also commuted the commidsting betrugibles that are placed in the man ship channel, between Par Sunder and Fort Wonders.

THE APPROACHES TO CHARLESTON.

Scene of Operations on Coles' or Johns' Island.



Battery No. 11, at the mouth of Wappoo creek, 4 rifled ma, which carry a ball with accuracy as far as Castle

Tharleston, 4 eleven-inch shell guns.

Batteries No. 13 and No. 14, near the mouth of James nd creek, 3 guns each.

An iron-clad battery, three-quarters of a mile south of astie Pinckney, 8 guns, of which 2 are large columbiads, 2 are eleven-inch shell guns, 2 are the largest monster guns, and 2 are rifled cannon of the longest range. An iron-clad floating battery, usually anchored between Fert Johnson and the last named work, mounting 4 guns,

of which 2 carry long steel projectiles, and 2 are 100-Fort Johnson, 4 very heavy guns.

Battery No. 16, 4 seacoast mortars.

The above guns, together with those in Castle Pinck
ey, command the entrance to the Ashley river and the Battery No. 16, at the mouth of Shem creek, 4 guns.

Batteries Nos. 17 and 18, so theast of Mandrell's Point

The above guns command the Hog Island channel leading to Cooper river.

An iron-clad battery on Cummings' Point—3 of the

onster guns-which command the obs Batteries Nos. 19, 20, 21, 22 and 23, on Morris Island-

in all 9 guhs. At five different places, too, torpedoes are submerged, so arranged as to explode when a vesse

passes over them. The above enumeration shows that Charleston is defeeded by no less than 376 guns.

BREACH INLEY BATTERIES. At Breach inlet there is a very heavy work, containing with its outworks and auxiliaries about forty guns, many with its outworks and auxiliaries about forty guns, many of them being the eighty-pounder rifle of the Tredegar Works pattern, a very effective gun, but hable to burst. These batteries command Maffit's channel north, and range over to the Swash channel, which carries deeper water than the old main channel, which, owing to the sinking of the old whaleships and natural causes, has ceased to be a channel of preference. Thus fortified, the lower end of Sullivan's island presents a row of heavy ordnance sel-dom ever seen placed for the defence of any point.

FOLLY'S BATTERY.

This battery is situated near the rules of the old lightbonse, and mounts five heavy guns. It is manned by a heavy garrison, kept there with a view to prevent our ers from entering the harbor and watching them at work up the harbor.

THE OBSTRUCTIONS.

The obstructions consist of wooden cribe filled with stones, placed at convenient distances from each other, while between each crib are floating rafts, made of heavy timber, securely lashed together by cable chains, and then bolted to an upper layer of timber, which not only covers the chain, but adds a bracing strength to the structure. At a given point this bar or boom is provided with a moveable gate, which is opened to allow their own ves-sels to pass in and out. This place of ingress is directly under the guns of Fort Sumter, and so close that it seems almost impossible that any vessel can pass them. Fate side and at a safe distance from the boom are placed in either by concussion or by means of a galvanic battery the vessel is directly over them they are fired. But the tide has washed a number of these obstructions away and rotted nearly all the remainder, and they are now not very formidable obstacle to encounter and overcome.

A chain and a connecting series of obstructions exist beinterruptions to travel, are none the better for nearly two years' wear. Kearns dies not believe there are torped in the harbor. He looks upon that statement, as he doe of the plating of Fort Sunter, as a most ridiculous hum-bug. If they have anything of that kind—and be be having been so long in the water; for he is quite certain they have not been recently laid. The following general order is full of interest, as it

gives us a clue as to where either obstructions, or per

DEPARTMENT SOUTH CAROLINA, S.

FIRST MILITARY DISTRICT,
DEPARTMENT SOUTH CAROLINA, GEORGIA AND FLORIDA,
CHARLERON, FOE IN I, 1863.

1. Vessels navigating the harbor will avoid passing
through the Hog Island Channel, between Mount Pleasan,
and Sullivan's Island, and the channel between the fasts
cast of Castle Pinckney and Crab Benk.

2. Hereafter no vessels entering the port at night from
abroad will be allowed to pass Fort Moultrie or Sumter,
until daylight. Their course will be pointed out by the
commanding officer at Fort Sumter, to which post each
vessel will be required to send a boat to report.

By command of

ERIGADER GENERAL

By command of
BRIGADIER GENERAL RIPLEY.
WM. F. NANCE, A. A. G., First Military District. THE REBEL RAMS AND GUNBOATS.

Charleston has in its harbor two iron-clad gunt rams—the Palmetto State and Chicora. The Palmetto State is the larger of them, mounting five heavy guns— two in each broadside and one at the bow. The Chicora is much smaller and only carries three guns—one in each deide and one at the bow. These two vessels are the ones which made a raid on our blockading fleet off Charles ton on the 21st of January, crippling the Keystone State showed any extraordinary powers as a ram. They re semble the Merrimac, which seems to have been the pattern vessel of the Confederate navy. The armaments of these vessels are first class and of a heavy calibre; but it is not proposed on the part of the robel navy lepartment that they should attack our vessels, but aid in the defence of the harbor. Their light draught will enable them to go over shoal spots and take up advantageous positions so as to annoy our wooden ressels at the time of our offensive opera-tions. It has been said that they are simply huge floatedit any abilities which may be due to a vessel bearing the name of iron clad; but we are confident that they are no match for our Ericason batteries.

OTHER GUNBOATS. The rebels have in the harbor a few tugboats and river steamers which are to take part in the contest, and it is said that lately a British steamer ran the blockade successfully and that she will be armed for the occasion. Their naval powers in the harbor are not of a high order, and though they may burn some powder it is not at all likely they will do much barm.

in addition to, the iron-clade they have the steamers General Clinch, Ettiwan and Chesterfield; but, as they do net annear on the Confederate : any register as men of

war, it is fall to presume they are commissioned by th

CONFEDERATE STATES IRON-CLAD PALMETTO STATE
Flag Officer-D. N. Ingraham, commanding squadron. cer—D. N. Ingraham, commanding squadron. mt Commander—John Rutledge. mts—W. H. Parker, Jr., Philip Porcher, G. S

Master—F. T. Chew.
Surgeon—A. M. Lynah.
Paymaster—John S. Banks.
Engineers—Chief, W. P. Jordan; Assistants, J. J. Darcy,
Abern, J. C. Johnson.
Midshirms. C. Dinney. . Abern, J. C. Johnson. Midshipma—C. F. Levier, W. T. Hamilton, C. Carey. Bostssudin—Thos. Wilson. Guener—G. M. Thompson. Pilote—G. D. Gladdon, Andrew Johnson.

CONFEDERATE STATES IRON-CLAD CHICORA. updain—J. R. Tucker. sculenguis—G. H. Bier, W. T. Classell, W. H. Wall.

ais—J. R. L. H. Bier, w. temants—G. H. Bier, w. temants—G. H. Mason. sog Master—John A. Payne. sag Master—John A. Payne. sage Midshipman—Jos. P. Claybrooke, sared Midshipman—B. H. Bacot, P. Saunders, Roger Pinckney. Takiomen—R. H. Bacot, P. Saunders, Roger Pinckney. Mason Turner.

H. Clarke; Second Assistant Midshipmen-R. H. 1920t, F. Sadders, Roger Findaley, Surgeon-Wm. Mason Turner. Engineers—First Assistant, H. Clarke, Second Assistant. H. Toombs: Third Assistants, W. F. Jones, J. J. Lyell. Gunner—E. R. Johnson. Curpenter—J. F. Weaver. Act of Paymoster—Ed. A. West. Pilots—Thomas Payne, Jas. Aldert.

NAVAL OFFICERS ATTACHED TO THE STATION.

н	The following Confederate haval officers are by their
i	register attached to the Charleston naval station:-
8	Captain D. N. Ingraham
8	First Lieutenant N. K. Vanzandt Station duty
8	Surgeon W. F. Patton Station duty
8	Paymaster Heary MeyersStation duty
8	Master W. D. Porter Station duty
8	Midshipman W. P. Hamilton Station duty
П	Engineer Virginius Freeman Station duty
п	First Assistant Engineer M. P. Jordon Station duty
1	First Assistant Engineer C. H. Levy Station duty
4	Sailmaker M. P. Beaufort Station duty
١	Sailors are scarce with the rebels, and landsmen wil
8	
	figure pretty extensively on board of their naval vessels
9	RECAPITULATION OF GUNS IN THE HARBOR.

Batteries Nos 19, 20, 21, 22 and 23 are on Morris Island, and have three guns each, making a total of. Iron-clad gunboats

Grand total THE MILITARY PERPARATIONS. General P. G. T. Beauregard, of the Confederate States Army, is the commanding officer of the Department of South Careima, and when he was assigned to that detand an attack. But little had been done since the bom pardment of Sumter to put the harbor in a state of de fence. At that time the people of Charleston believe their city to be invulnerable. But General Beauregard after making a minute survey of all the defences. them that, whatever might be the strength of their de fensive works, they were by no means impregnable From that time, therefore, to the present, General Beau regard has been incessantly engaged in improving an increasing what had been so well begun. He has no confined his attention to the approaches from the sea, but has labored also to render Charleston secure from a land attack, in case our force should succeed in effecting a landing. The result of these labors is, that there is not a single spot within eight mile land where a fort or battery could possibly be erected that is not now defended by a strong work. The Confede rate government have zealously seconded these labors of Beauregard. Negroes were called in from every part of the State, and by day and night have they toiled at the shovel until formidable batteries have arisen at every commanding point; and where aix mouths ago stood fine dwellings they have been torn down to make room for

batteries and rifle pits.

Beauregard has not been idle. Raw troops have beet drawn together and instructed in the use of great guns and the infantry drilled in all the evolutions of warfare Everything which human ingenuity could invent has bee done to render an attack a sure failure to the foe. How well their calculations will come out remains to be seen.

That the rebel authorities expect an early attack upon Charleston will be seen in the following proclamati

Charleston will be seen in the following proclamation.

Headquarters, Defariement of South Canolina, 1
Georgia and Florina, Feb. 18, 1863. j
It has become my solemn duty to inform the authorities and citizens of Charleston and Savannah that the movements of the enemy's fleet indicate an early in and naval attack on one or both cities, and to urge the persons unable to take an active part in the struggle sheater.

persons unable to take an active part in the struggle sin retire.

It is hoped, however, that the temporary separation is some of you from your nomes will be made without alars or undue haste, thus showing that the only feeling whice animates you in this hour of supreme trial is the right of being able to participate in the detence of your homes your altars and the graves of your kindred.

Carolinians and Georgians: the hour is at hand to provyour country's cause. Let all able bodied men, from the sealourd to the mountains, rush to arms. He not too eyacting in the choice of weapons. Pikes and seythes wid for exterminating your enemies, apades and shove for protecting your fresides. To arms, fellow either come to ghare with us our danger, our brilliant success over glorious death.

our glorious death.
G. 1. BEAUREGARD, General Commanding
Official—J. M. Ottey, Assistant Adjutant General.

THE APPEARANCE OF CHARLESTON.

that the appearance of the city is very deplorable. Grae is growing in the principal business streets, and in the whole city there are but three bells of any size or conse quence, the remainder having all been taken down and metted up for cannon. There is no business doing in the place, and the large space destroyed by the fire still remains in rules. A new bridge connects the city with James island; but it has been so prepared that it can be almost instantaneously destroyed on the advance of opposing force. They believe that the ultimate fate of the city is its entire destruction, and the citizens will no attempt to build or improve their property until the was is ended.

HOW THEY EXPECT TO BE ATTACKED.

The Charlestonians expect to be attacked both by land and yea. They depend upon their forte and batteries

protect their harbor, and upon their land forces to defend the advances from Port Royal. They have their troops in almost every available position along the creeks and on the islands, with ready means of concentration. If the Union forces should reach the bridge leading to Charles ton, that means of communication will be speedily de stroyed and the further advance of the Union troops for a time provented.

THE REBEL TROOPS. The troops for the defence of Charlestee and Savannah (about fifty thousand in number) are divided between the two cities. Eight thousand six hundred troops are quartered and encamped in and around Charleston. There are

tee thousand encamped on James Island, three thousand on Sullivan's Island, two thousand on Morre Island, nine hundred in Fort Sumter, three hundred in Fort Moultrie and two hundred in Castle Pinckney.

This gives to each city twenty-five thousand men; but,

in the event of an attack on Charleston, as many more can be massed in a few hours by rail from Savannah; so that virtually there are fifty thousand troops ready to de

fend the city and its approaches.

At the present writing we are not able to give the exact proportion of infantry, artillery and cavalry in the department; but no doubt it is well divided, and in the best possible rebel spirita.

MORALE OF THE REEL ARMY.

It is said that the foreigners in the service becoming demoralized, from the fact that they see plainly that the plea of democracy is a mere sham and that the aristocratic natives of the South will soon cick them over after they have obtained all the service out of them that is possible. Their pay and rations are far from satisfactory, and as they have, as a bedy, but little interest in the soil, having neither land nor negroes, they of course have as little interest in the cause for which they are fighting. The greater part would gladly come North if they could get the opportunity; but so strict a surveillance is kept upon them, and so summarily are they punished if taken in the act of deserting, that very few make the attempt. One thing is certain: their hearts are not in their work, and they will make but poor resistance against those whom they consider as their de-tiverers. A contrary feeling animates the native soldier, who, although conscripted, will fight to the last in defence of his property—the slave. They have an interest in the matter which makes them patriotic.

owing special orders show that the rebels are straining every nerve to complete their defences and strengthen their force of defenders:—

SPECIAL ORDERS—NO. 52. HEADQUARTERS,

DEPARTMENT SOUTH CAROLINA GEORGIA AND FLORIDA.

CHARLESTON, Feb. 27, 1865.

VI.—Dwelling houses will not be occupied by officers as quarters or offices against the wishes of their owners, nor will dwelling houses be impressed, except in cases of extreme public necessity, for hospitals.

By command of

By command of General BEAURINGARD.
JSO. M. OTTEV, Assistant Adjutant General.

By command of Jacobs Harder Ha

Brigation General and Chee of Standard Chemistron, S. C., Feb. 17, 1863.

The General Commanding this department has

The General Commanding this department has ordeced—
That all furloughs to officers, non-commissioned officers and privates, belonging to this department, not based
on surgeons' certificates, are revoked, and both officers
and soldiers will repair, without delay, to their respective stations, to be ready to meet the enemy. Patriots
and true soldiers will not linger by the wayside.

The Brigadior General commanding the First Military
District promulgates the order of the Commanding time
ral, confidently expecting that every member of his command, be his rank what it may, will respond at once to
the call, acting aside all personal consideration, as becomes men who desire to defend their homes from the
ruthless for.

By command of Brigadier General RIPLEY.

withless foe.

By command of Brigadier General RIPLEY.

WM. F. NANCE, Assistant Adjutant General.

From some cause or other the planters do not appear to send their slaves forward to General Beauregard as rapidly as they might, and the Governor of the State of Sc

Whereas, the General Assembly has provided by sta tute for furnishing such negro labor as the Confederate tute for furnishing such negro labor as the Confederate
authorities may require for const defence, prescribing the
mode of obtaining the same, the success of which plan
will much depend upon the Commissioners of Roads and
the patriotism of the people, and which labor it is important shall be furnished with all possible despatch:
Now, therefore, J. M. L. Bonham, Governor and Commander-in-Chief in and over the State of South Carolina,

statutes, do call upon all good citizens of the State-and first, those composing the Second labor division—to allow no considerations of private interest to prevent their by Colonel William M. Shannon, the State Agent, whose duty and pleasure it will be to see that their slaves are properly cared for. I also exhort that important and responsible body, the Commissioners of Roads, who have served the State so faithfully without fee or reward, t discharge firmly and efficiently their many laborious du-ties under the statutes, enforcing strictly all the provi-

umbia, this twenty third day of February, A. D. one thousand eight hundred and sixty three. WM. R. HUNT, Secretary of State. M. L. BUNHAM.

CHARLESTON FROM AN ENGLISH CORRESPONDENT. Lawiey, a correspondent of the London Times, thus describes Charleston and its defences:— NOW THE CITY IS PORTIFIE

To assert that Charleston, in its present attitude, is im-pregnable would obviously be a ludicrous fallacy; but it is none the less true that it could not be taken without as normous force attacking simultaneously by sea and land and that the attack, even in that case, would have to b conducted with desperate valer before it could be successful.

At the entrance of the harbor Fort Sumter, thoroughly repaired and mounting enormous guns en tactede, frown at the blockaders, while the neighboring points, on Mor ris Island and Suilivan's Island, from which the memorable attack upon the fort on the 13th of April, 1861, was conducted, are in possession of the Confederates and ar-not likely to pass out of their hands. Behind Fort Sum ter, a new fort, which takes its name from General Ri ley, and is built almost entirely of palmetto wood, en hances the difficulty to which ships are exposed in a preaching the town.

Preaching the town.

THE WORK OF LEE AND PRACERCOARD.

Although for obvious reasons 1 de not leel myself at liberty to enter into details with regard to its fortifications, it may be stated that all that two of the most accomplished engineer officers of the confederacy—Generals Lee and Beauregard—could suggest or devise has been done to strengthen the town on its land side. Gove ral Lee, before he was moved to dirginia and assumed his present high position, was for some time in command of Charleston, and by him the first line of land defences was Charteston, and by him the arts the or had delicate was planned and executed. This line has green and expanded at the imputation of General Beaurepard into a perfect ne-work of earthworks and redoubts, reaching from the Cooper ricer on the north to the Ashley ricer on the south. It is not ifkely that so scientific an engineer as General Beauregard would be fully satisfied with his system of defences until he had spent four or five years in perfecting them. Suffic it to say that in the opinion of competent judges they are sufficiently strong to dely a force ten times stronger than is ever likely to be brought against them. In addition to this, a very slight acquaintance with the country in the neighborhood of Charleston nationes the spectator how impossible it is for an invading army to penetrate such lagoons and awamps and forests as lie between the freont rivers which intersect the surface of South Carolina I had occasion last week to go to Pocotaligo, about half way between Charleston and Savannah, to inspect the very inferior force, and were by them routed and driven back to their gunboats. Between Pocotaligo and Charles-ton a dozen low-lying swampy rivers, such as the Ashepoo. Combahoe, North and South Edisto, and many more, find their way to the sea, and along their banks the far farmed rice plantations of South Carolina present their glistening, unctuous surface to the sun, and scarcely afford foothold to anything heavier than a foxhound. On the highest ridge of land between these rivers the sandy soil is on vered with a growth of pine wood, which is every where fringed with a dense undergrowth of evergreen shrube Everywhere the beautiful evergreen water oak, which bles our English ilex, but grows to a far larger size, delights the eye, and is covered on every branch with

respers of parasitical moss, which give to the forest

trees a weird-like aspect, as of giants with hoary, stream

og begrås. It is through such a country as the that an

from the land side. It requires but one look at this country to make one understand why, during a war of twenty one months, the railroad between Charleston and Savasnah, which for miles and miles is conveyed upon treatie work, has pover been cut, and why there is tittle danger of its being cut in the future.

In addition to the other land and sea defences of Charles-ton, great credit is due to its defenders for the energy with which they have built and equipped two large iron clad rams, which are now iging at the wharf, and are likely to be very prominently heard of if ever the loag threatened assault shall fall upon the devoted head of this 'pestilent nest of sedition." Three other similar iron clad rams are in an advanced stage of progress.

THE STOCKARS AND RESCRADE RESEARCH.

As regards the efficiency of the blockade which clutches at of Charlesion harber, it may be that nothing more efficient could, under the circum tances, be instituted by any nation, but if the efficiency of a blockade be tested by the frequency of the capture of strips attempting egress and ingress, it is a farce to consider Charleston, Wilmington, Savannah and Mobile effectually blockaded. Scarcely a dark night passes but a vessel goes into or out of one of these ports; and yet it would be difficult, so far as the number of blockaulog vessels in concerned, for any nation to institute a more restrictive blockade. The truth appears to be that, if it was difficult for any nation to institute an officient blockade in the British nation fully learned in their long war at the beginning of this century with Franco-it is almost impossible to do so in these days of stems. Swift vessels of light draught, painted isad color, so as searcely to be visible at a distance of thirty yards, and consuming cost which enits only a light vapory smoke, laugh the blockade to scorn as they noiselessly omorge from or creep into their shotlering harbors at a slow, steatiby pace, which is attended by no sound from screw or paddle. There are tessels which, thrings this part, force risk into and out of Southern harbors one fifty times, and have exarcly had one that fixed at them. The world has learned many truths from the gigantic struggle which for two years his convulsed this continent; but it is doubtful whether any more pregnant lesson has been taught than the impossibility, in our times, of instituting a rigorous blockade along an extended and difficult like of coast, be the maritime power of the nation instituting it what its British nation fully learned in their long war at the

blockade along an extended and difficult lines of coast, one the maritime power of the mation instituting it what it in ay.

The aucoces of one large Charleston firm in the blockade running business is no secret in either North or South, and was detailed to mean its full particulars many months ago in New York. My only object is alluding to this firm at mosent w in order that justice may be done to the liberality which its enlightened managers have evinced in their dealings with the Confederate, government. No ship which belongs to Messar. Fraser and Co.—the firm of which I am speaking—corrected Charleston what without its invoice being automated to General Beauvegard, with the cost of each tien, fully marked, and with a request that he will telect from the cargo of his own price whateversull, in his opinion, be useful to the 'onfederate government. It is possible that this liberality may have brought its own reward, as it is understood that the Confederate government have paid for what they have selected higher prices than Messars-Fraser are likely to have asked; but when it is mostloned in connection with the fact that there is no charity or public institution in the city of Charleston to which the managers of the firm of Fraser & Co. are not munificent subscribers, it must be conceded that very high praise is their die, although they are not apparently of such a make as to value very highly this public mantion of their good deeds.

REBEL ANTICIPATIONS AND RESOLVES A Charleston correspondent of the Nassau Guardian writing from the former place, under the date of Feb

writing from the former place, under the date of February 21, says:—
Still from all indications the hour of trial is at hand. Beauregard has issued a stirring proclamation, ordering non-combatinist to loave the city, and the people to rally for its detence. The entire community are on the alert. The indersit, however, indiging from Northern statements, are divided in their co-meils, and three or four weeks may clapse before they strike the anticipated blow. Their preparations for attack will doubtless be gigantic; but they will encounted here and in Savannah an energy and skill equal to their own. It is not finprobable that a simultaneous attack will be made at two or three places—say Wilmington, Charleston and Savannah—with a view to distract our attention and anticipate any great concontration of troops. But these contingencies have all been provided for, and on land and water the enouny will find us able to ope powerfully with them at every point. Of one thing rost assured—Charleston, Savannah or Wilmington will insver be surrendered. The streets may be red with the stream of our blood, our houses may blaze and crack in fragments amid the din and havec of bombardment and battle, but men, women and children are united in one in timent—No surrender:

BLOCKADE BUNNERS IN PORT. [From the Charleston Courier, March 27.]

There are four steamers now at the wharves in Charles-ton that have arrived from Nassau since Sunday last with valuable cargoes of merchandise. Notwithstanding the blockade our city is at precent enjoying larger direct fe-reign trade than she over had before.

THE ATTACK BY THE BRITISH IN 1776 AND 1786.

In the beginning of June, 1776, the whole of the British fleet under Admiral Bir Peter Parker aschored of Charleston bar. Previous to their arrival the city had adopted means of defence, and works were erected on Sullivan's Island mounting thirty guns, in a very advantageous situation for annoying ships in their approach to the town. The militia were commanded by General Les. On the 28th of June, the Bristol and Experiment, each carrying fity guns, supported by several smaller crossed the bar and attacked Fort Monitrie, consentirely of paimetto logs. A furious campnade which lasted till evening, when the ships slip, cables and withdrew from the action.

The Acticon, of twenty-one guns, ran aground and was set on fire and destroyed. Over two hundred men were wounded. Captain Morris, of the Bristol, was mortally wounded. Captain Scott, of the Experiment, and Lord William Campbell, were dangerously wounded.

In the spring of 1780 General Sir Henry Clinton attacked Charleston, and after making some lines of parallels, and thus cetting off all communication, General Lincoln, the Inderal communder, surrendered the city, together with six thousand men, who became prisoners of war. In the fall of the following year, peace being declared, they were

THE ATTACK ON SUMTER On the morning of the 12th of April, 1861, the State troops attacked Major Robert Anderson, who had taken possession of Fort Sunter. He resisted the assault for thirty-six hours, and then capitulated on his own terms which were accepted, and the work evacuated. A civi war was now inaugurated and the port of Charles blockaded.

blockaded.

Confederate Troops at Charleston in 1861.

First regiment artillery, Colonel Lock.

First regiment riffs, to onel Pettigrew

First bataison Charleston cilienen

Seventeenth regiment infantry, Colonel Cunninghar

Mounted companies.

Other companies. Total

Reserve corps of intantry, artiflery, and mounted
men near Charleston Officers Bend.
Artificrists
Laborers. Total......100 SCHREQUENT OPERATIONS.

An unguccessful attempt has been made to take Charles ton by the way of James Island.

On the 31st of January of the present year the two rebel iron-clads made a night attack open our blockading fleet, damaging two of them, but otherwise doing no harm. Since which time the rebels have leut all the

Nothing has surprised the Confederate government more than the failure on our part nitherto to send a strong expedition against Charleston. They expected, when the war first broke out, that the first object at which the government would aim would be Charleston, and the second Richmond. They expected that, at all events, before the fail or winter of 1861, the whole navail and military force of the Union would be hurled against Charleston, and, after the capture of that place, against Richmond. The fact is not concealed now by public at Richmond that, had the naval and military for which were at the disposal of the government in Sep ber and October, 1861, been sent against Charleston, city must have fallen. It was in consequence of this that General Beaurogard's large army was kept at Ma-nassas and Centreville during the whole of that fall and the following winter (the latter portion of the time under General Joe Johnston), as if to threaten Washington, and in order that the Union army, at least, kept at that city should be unable to co-operate with any naval force if

might be sent against Charleston.

But as mouths and even seasons rolled away without Charleston being even threatened with attack, the preparations for the defence of that city, which had been commenced when the war first broke out, began to as commenced when the training of the forth in the harbor sume formidable proportions. The forth in the harbor had been put in complete order and greatly strongtheases. Numerous batteries had been ercoted at various points commanding the channel, and both these and the form were mounted with sufficient numbers of guns of heavy calibre. mortare, &c. The matetable channel too he